

## BEAR CREEK DESIGN DISTRICT 1 PROPOSED AMENDMENTS TO THE ZONING CODE

June 21, 2017

Issue / Commissioner	Discussion Notes	Issue status
<p>1. What is the amount, routing, and schedule for LWSD school busses on Avondale Road?</p> <p>(Miller)</p>	<p><u>Staff Comment:</u> The Lake Washington School District (LWSD) has provided data on bus routes using Avondale Road. There are nine bus routes using Avondale in the a.m. and seven bus routes using Avondale in the p.m. The average travel time for the a.m. routes is 24 minutes; with the earliest bus leaving at 6:47 a.m. and the latest at 8:28 a.m. The average travel time for the p.m. routes is 19 minutes and the range of departure times is from 2:06 p.m. to 3:37 p.m. Busses travel in both directions on Avondale Road in the morning and afternoon.</p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u></p> <p>The Planning Commission was satisfied with the staff comment.</p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u> 6/21/17</p>
<p>2. What is the relationship of the proposed amendment to the long term vision for pedestrian mobility and safety in the Avondale Corridor?</p> <p>(Miller)</p>	<p><u>Staff Comment:</u> Any future development proposal will be required to meet zoning code requirements for pedestrian crossings, including required site distance. In the future, the City plans additional signals at various locations on Avondale Road that would improve pedestrian access and ensure pedestrian safety. In addition, the proposed amendment provides for public access to natural areas in Redmond, and closing gaps in the City's trail system by maintaining existing regulations that require establishing easements and conditioning development to construct connections to City trails.</p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u></p> <p>The Planning Commission was satisfied with the staff comment.</p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u> 6/21/17</p>

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<p>3. Does the traffic study analyze the existing conditions in comparison to what the impacts would be with the proposed amendment?</p> <p>(Rajpathak)</p>	<p><u>Staff Comment:</u> The traffic studies completed by Transportation Engineering Northwest (TENW) and the Transpo Group do not analyze the possible impacts to traffic from the proposed amendment versus existing conditions, but analyze the difference between what the BCDD1 currently allows (see #1 below) and what could be developed under the proposed amendment. Various potential scenarios were compared including:</p> <p>Current zoning using Aegis proposal – 155 senior dwelling units (ages 55+) compared to:</p> <ul style="list-style-type: none"> <li>• 347 senior units;</li> <li>• 248 all-ages dwelling units; and</li> <li>• Current proposal – 195 all-ages dwelling units</li> </ul> <p>If a specific project is proposed for the site, the analysis of the potential traffic impacts from the project would be analyzed compared to current conditions without development.</p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u> The Planning Commission requested that this item be combined with item #5.</p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u> 6/21/17</p>
<p>4. What are the current vacancy rates for apartments in Redmond?</p> <p>(Nichols)</p>	<p><u>Staff Comment:</u> The current vacancy rate for apartments in Redmond is 4.1%. This data is an average of apartments of all ages and sizes (studio, 1 bedroom, 2 bedroom, etc.) This data was obtained from Dupre + Scott Apartment Vacancy Report, March 2017.</p> <p><u>Public Comment:</u> Comments made at the public hearing implied that there was an oversupply of multifamily housing in Redmond.</p> <p><u>PC Comments:</u></p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>

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<p>5. What is the relationship between the traffic analysis completed by Transportation Engineering Northwest (TENW) and the Traffic Impact Analysis?</p> <p>(Miller)</p>	<p><u>Staff Comment 6/16/17:</u> The traffic analysis provides a means to evaluate potential traffic impacts resulting from the proposed zoning amendment to allow all-ages multifamily units with a density cap compared to anticipated impacts under the current zoning which is limited to senior housing and the Aegis site plan.</p> <p>Ultimately, the City would require that an applicant for a future development provide a more detailed Traffic Impact Analysis (TIA) for a development application that would require the analysis of the traffic impacts for a specific project. This TIA would include, but may not be limited to, the following:</p> <ol style="list-style-type: none"> <li>1. Scoping and coordination with the City of Redmond</li> <li>2. Additional evaluation of off-site intersections</li> <li>3. Detailed evaluation of site access operations</li> <li>4. Confirmation of frontage improvements</li> <li>5. Confirmation of traffic mitigation (off-site and/or access-related improvements, and impact fees)</li> </ol> <p><u>6/23/17: Staff follow up to be provided</u></p> <p><u>Public Comment:</u> Persons testifying and the public hearing on 6/14/17 and those providing written comments have expressed concerns about the potential for added traffic and congestion on Avondale Road resulting from the proposed amendment.</p> <p><u>PC Comments 6/21/17:</u> Commissioner Miller has proposed additional items to be required with the Traffic Impact Analysis at the time of a specific project proposal. These items would provide guidance to the City as a development proposal goes forward. They are as follows:</p> <ol style="list-style-type: none"> <li>1. Assessment of active transportation deficiencies and opportunities derived from proposed change in BCDD1 zone which would allow all-ages multifamily residents including but not limited to: <ol style="list-style-type: none"> <li>a. Sidewalks</li> <li>b. Hardscape physical improvements to the 180<sup>th</sup> Avenue/Avondale Road intersection, including bulbouts and crossing refuges;</li> </ol> </li> </ol>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>

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	<ul style="list-style-type: none"> <li>c. Trail system points of access and development'</li> <li>d. Parallel path development identified for east side of Avondale Road in neighborhood and TMP documents.</li> <li>e. Relationship of proposal to other transportation projects and policies from TMP and Neighborhood Plan.</li> </ul> <p>2. Assessment of opportunities to support general transit access, service and reliability, including but not limited to:</p> <ul style="list-style-type: none"> <li>a. Queue lane development (coincident with school bus pull out);</li> <li>b. Advance signal timing for transit movements along Avondale Road at 180<sup>th</sup> Ave NE;</li> <li>c. Transit stop shelter development both sides of Avondale at 180<sup>th</sup> (with Metro concurrence).</li> </ul> <p>3. Assessment of impacts to adjacent properties relating to access either preserved or foreclosed by initial scoped access proposal/requirements.</p>	
<p>6. How will stormwater runoff be managed on the site? (Rajpathak)</p>	<p><u>Staff Comment/Recommendation:</u> Stormwater management is reviewed during the process of Site Plan Entitlement for a specific project. City of Redmond, State Department of Ecology and Federal regulations must be adhered to. Stormwater must be managed on site and must provide water quality and detention prior to release from the project site. Various items reviewed during this process of Site Plan Entitlement will likely include: water quantity and quality control, rainy season work permitted only with a wet weather TESC (Temporary Erosion and Sediment Control) Plan, floodplain management provisions, wellhead and/or aquifer protection requirements and others. The City strongly encourages the use of Low Impact Development and has included requirements in the proposed amendment (RZC 21.14.070 (E)(7)) "Site design shall incorporate low-impact development technologies to the extent feasible and practicable, including but not limited to, infiltration of non-pollution-generating stormwater and use of pervious paths." In addition, the proposed amendment language includes requirements for protection of the groundwater, such as "Permanent intrusion of parking garages, basements or similar structures into the groundwater is prohibited." (RZC 21.14.070 (E) (11)).</p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u> 6/21/17</p>

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	<p>Additional information regarding Low Impact Development (LID) is available at: <a href="http://www.redmond.gov/cms/One.aspx?portalId=169&amp;pageId=1851">http://www.redmond.gov/cms/One.aspx?portalId=169&amp;pageId=1851</a></p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u> Planning Commissioners were satisfied with the staff comment.</p>	
<p>7. Issues identified in comments received from S. Wilkins in her testimony of 6/14/17</p> <p>(Biethan)</p>	<p><u>Staff Comment:</u> Ms. Wilkins states that a significant concern is that the amendment has been proposed without any maps or diagrams of the current site and existing site plans and maps from 2007, as well as proposed changes and future site plans. She stated that this makes it difficult to evaluate proposed changes.</p> <ul style="list-style-type: none"> <li>• Staff response: When the BCDD1 zone was created in 2007, it required that any future development must conform to the Aegis conceptual site plan. Since that time, any potential development of the site would also be required to conform to this site plan, which was limited to the Aegis concept.</li> <li>• The proposed amendment would keep the existing BCDD1 zone with the majority of the zone requirements maintained, but would remove the requirement for conformance with the Aegis site plan from 10 years ago, and would also allow residents of all-ages instead of requiring that residents be 55 years of age or older as is currently required. Typically, the City would not require a site plan with a request for a text amendment to the Zoning Code, as it would bind any future development to a specific site plan – as was the case when the zone was created in 2007. If the Zoning Code text amendment is approved, any future development will be required to conform to all land use regulations and codes at the time of project application.</li> </ul> <p>Ms. Wilkins also identified three other issues as follows, which correspond to the numbered items in her written testimony.</p> <p><b>1) Perrigo Creek.</b> Ms. Wilkins states that there has been no information about the existing location of the Perrigo Creek culvert or where the proposed creek channel will be located in the proposed</p>	<p><u>Opened</u> 6/21/17</p> <p><u>Closed</u></p>

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	<p>plan. In addition, she notes that future development must conform to Class II stream buffers and that such a wide buffer would need to be incorporated into the site plan.</p> <ul style="list-style-type: none"> <li>• Staff response: The information identified by Ms. Wilkins regarding Perrigo creek will be required at the time of a development proposal. This information is not required for the proposed Zoning Code amendment but will be necessary to evaluate a specific site plan when applied for.</li> <li>• At the time the Bear Creek Design District was created in 2007, City staff and other regulatory agencies discussed what would be optimal treatment of Perrigo Creek while balancing potential development potential of the BCDD1 and protection of the overall Design District areas. It was determined that requiring the day-lighting of the creek in BCDD1 and getting it out of the existing culvert was the best solution to ultimate stream health which would also allow the separation of clean water from stormwater which is currently comingled in the culvert. As a result, the standard Class II stream buffers of 100-foot inner + 50-foot outer were reduced to the setbacks identified in the current BCDD1 zone with the stream corridor having an average width of 15 feet with no corridor measuring less than 10 feet across. These provisions are not proposed to change in the current zoning code text amendment.</li> </ul> <p><b>2) 100-year Flood Plain.</b> Ms. Wilkins states that according to the FEMA flood plain map, the King County survey map for the Department of Assessments and the 2007 Aegis concept plan show the 100-year flood plain boundary to be within the boundary of the BCDD1 zone. In addition, she notes that the 2007 Aegis site plan proposed no construction within the 100-year flood plain. Ms. Wilkins further notes that the zoning code amendment proposes reduced building setbacks and that they are not compatible with flooding that can occur.</p> <ul style="list-style-type: none"> <li>• Staff response: Ms. Wilkins' statement regarding the 100-year flood plain boundary is correct – the flood plain boundary is within the BCDD1 zone boundaries. In addition to the maps Ms. Wilkins identified, specific location of the 100-year flood plain boundary will be determined by on-site analysis at the time of project application. Setbacks are proposed to be reduced in order to provide a reasonable buffer for structures away from Avondale Road</li> </ul>	

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	<p>and other boundaries, and to maintain building area away from the 100-year flood plain line. In addition, Critical Areas regulations may require additional setbacks.</p> <p><b>3. Drainage Ditches.</b> Ms. Wilkins states that there are a number of drainage ditches that have been dug to remove standing water and that if filled, it may lead to significantly more flooding or may inhibit the flow of Perrigo Creek into Bear Creek. She states further that “careful consideration of how development occurs and how the ditches are modified must be a part of the development plan.”</p> <ul style="list-style-type: none"> <li>• Staff response: The City is aware of the function of the ditches and any potential change is being analyzed and addressed as part of the wetland mitigation bank in BCDD2. There is an interagency review team consisting of multiple federal, state and local agencies, including tribal agencies, involved with the environmental conditions of the Keller Farm under a separate effort.</li> </ul> <p><u>Public Comment:</u> Susan Wilkins spoke at the public hearing on 6/14/17 and also provided written testimony which she indicated was provided in her role as president of and on behalf of Water Tenders. This organization is an environmental group formed more than 25 years ago to protect the Bear Creek Basin and its tributaries.</p> <p><u>PC Comments:</u> Planning Commission Chair Biethan requested that the issue matrix address the issues identified in her testimony.</p>	
8. What considerations for access to adjacent properties have been identified in the proposed amendment?	<p><u>Staff Comment:</u> The proposed amendment contains language that addresses not only access to proposed development within the BCDD1 zone but also possible future access to other nearby parcels. Language proposed to be added includes in RZC 21.20.14. (E)(3)(c): “<i>Design and construction of a new street that meets the City of Redmond public street design standards and is generally consistent with the street connection shown on Map N-BC-1 in the Redmond Comprehensive Plan. The extent of dedication of right-of-way on the privately owned property will be determined during the Site Plan Entitlement process.</i>” Map N-BC-1 shows that intent by indicating the continuation of 180<sup>th</sup> eastward from Avondale Road and northward into the area north</p>	<p><u>Opened</u> 6/21/17</p>

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(Miller)	<p>of the BCDD zone.</p> <p>Bear Creek Neighborhood Plan policy N-BC-29 speaks to “remediating local access issues in the Avondale corridor when opportunities arise through private development or capital improvement projects consistent with transportation planning documents”, as well as “replacing individual residential driveways with consolidated access to a signalized intersection.”</p> <p>In addition, RZC 21.20.14 (E) (4) states, “Access. Development shall take access at the intersection of Avondale Road and 180<sup>th</sup> Avenue NE exclusive of emergency access.”</p> <p><u>Public Comment:</u> Mr. Steve Thompson spoke at the 6/21/17 Planning Commission meeting under Items from the Audience and expressed concern that a development within the BCDD1 zone would provide access to the intersection of 180<sup>th</sup> and Avondale Road in the BCDD1 zone with no access for other nearby properties.</p> <p><u>PC Comments:</u></p>	